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**WORLD WAR II MEMORIAL  
ANCILLARY ELEMENTS  
(ROADWAY, CONTEMPLATIVE AREA, RANGER STATION, AND COMFORT  
STATION)  
17<sup>th</sup> Street, NW, Between Independence and Constitution Avenues**

Report to the National Park Service and American Battle Monuments Commission

December 14, 2000

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***Abstract***

The National Park Service (NPS), on behalf of the American Battle Monuments Commission (ABMC), submits preliminary and final site and building plans for ancillary elements of the World War II (WWII) Memorial. The National Capital Planning Commission, at its September 21, 2000 meeting, deferred action on the ancillary elements of the memorial. These elements include the proposed new access roadway, contemplative area, information pavilion (ranger station), and comfort station.

***Authority***

Public Law 103-32 and the Commemorative Works Act, (40 U.S.C. 1001 et. seq.), as amended.

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***Commission Action***

The Commission

- **Approves** the final site and building plans for the ancillary elements (roadway, contemplative area, information pavilion / ranger station, and comfort station) of the WWII Memorial, 17<sup>th</sup> Street, NW, between Independence and Constitution Avenues as shown on NCPC Map File No. 1.43(73.10)-40869.
- **Commends** the ABMC, NPS and their design team for a consistently thorough consultation process with Commission staff during the design and development of the WWII Memorial, including the ancillary elements, and looks forward to continuing this process as further refinements are made to the lighting or any other aspects of the approved memorial.
- **Recognizes** that 17<sup>th</sup> Street is a designated Special Street in the Preservation and Historic Features Element of the Comprehensive Plan and **understands** that the NPS will not close this street once the WWII Memorial is constructed, except for short periods of time, for fireworks and other ceremonial purposes, not to greatly exceed the frequency of closures that currently exist.

## **BACKGROUND AND STAFF EVALUATION**

### *PREVIOUS COMMISSION ACTION*

At a special meeting of the Commission on September 21, 2000, the Commission approved the final site and building plans for the WWII Memorial, except for the Light of Freedom sculptural element and the proposed lighting. The Commission also deferred action on the ancillary elements of the memorial, including the roadway, contemplative area, information station, and comfort station. Finally, the Commission also requested that the ABMC provide a more subtle finish for the gold stars on the memorial's Wall of Freedom.

### *DESCRIPTION OF PROPOSAL*

The ancillary elements that were included as part of the plans for Commission review at the September 21, 2000 meeting were deferred at that time. The preliminary and final site and building plans for these elements are now before the Commission for consideration. These elements are not actually part of the main memorial plaza; rather, they are related and will enhance the overall visitor experience for this and other memorials in the immediate vicinity. They include the proposed new access roadway, contemplative area, information pavilion (ranger station), and comfort station.

#### New Access Road

A new access road for the WWII Memorial would be provided to allow for handicapped van parking and tour bus drop-off of visitors. The road would be accessed from 17<sup>th</sup> Street and would provide one-way access to westbound Independence Avenue. Several amenities would be placed along the north side of this road, including five handicapped van parking spaces, two bicycle racks, a circular plaza and a bus drop-off area that would accommodate three tour buses. This roadway would connect to Independence Avenue just east of the proposed replacement comfort station. Tour bus pick-up during non-rush hours would be provided along the curb lane of Constitution Avenue. In conjunction with this, the existing parallel Tourmobile lane, with the exception of 150 feet, will be removed and returned to green space. The remaining 150 feet will be used for a Tourmobile stop.

#### Information Pavilion (Ranger Station)

The ranger station is located on the north side of the new access road and is connected to a small circular plaza that receives visitors who are dropped off from tour buses. The station is designed to accommodate a maximum of four park rangers. Four exterior touch-screen stations would allow visitors to access a digital database containing the WWII Roll Call of Honor. Visitors can also receive information from the park rangers.

This structure would be 12 feet high, 10 feet wide, and 35 feet long. A six-foot roof overhang would provide shelter for tourists during inclement weather. It would be finished with the same granite used for the memorial and have a standing seam copper roof.

### Comfort Station

The proposed comfort station would replace the existing comfort station in West Potomac Park. It is intended to serve not only the WWII Memorial, but the Korean and Vietnam Veterans Memorials as well as the anticipated Martin Luther King Jr. Memorial. It would be located approximately 200 feet west of the proposed ranger station. The comfort station would be 12 feet high, 32 feet wide, and 51 feet long. In addition to restroom facilities, this structure will also house an engineer's office, equipment storage, and mechanical equipment for the Reflecting Pool and reconstructed Rainbow Pool. This structure would be finished with the same granite used for the memorial and the proposed information pavilion (ranger station).

### Contemplative Area (Circle of Remembrance)

The small contemplative area, unlike the comfort station, is located within the boundaries of the 7.4-acre site of the WWII Memorial. This circular area is in the northwest corner of the site. It is intended to provide a place for rest and reflection as well as a visual transition between the memorial and the larger environs of Constitution Gardens. This area will provide views to the memorial as well as to the lake in Constitution Gardens.

The circular contemplative area will be approximately 38 feet in diameter and cut into the slight hill of its site. It will be enclosed by a low, two-foot-high, fieldstone retaining wall and contain annual planting in its center. The planting area will be bordered by coral-gray granite that will contain inscriptions. Wood benches, in the NPS Mall style, with cast iron frame and arm rests will be arranged to parallel the circular enclosing retaining wall. Landscaping around the contemplative area will be comprised of 45 flowering trees, 42 shade trees, seasonal annuals, 165 shrubs, 15,000 bulbs and groundcovers. The palette will be green and white.

All of the ancillary elements associated with the WWII Memorial are intended to support and enhance the visitor experience to this memorial as well as the existing and proposed memorials in the immediate vicinity.

### *CONSULTATION*

The NPS, ABMC, and their design team have consistently coordinated the design development of the WWII Memorial with the Commission staff and have invited members of the Commission to review progress as plans have been developed.

### *EVALUATION*

The WWII Memorial ancillary elements were identified and considered at the earliest stages of the memorial design. The concept for these features was included in the plans at the time the Commission approved the revised design concept at its July 1998 meeting. They were also included in the plans at the preliminary review stage at the June 1999 meeting; however, they were removed from consideration by the applicant (NPS). The preliminary and final design of

these elements was included in the final plans submitted for the Commission's consideration at the September 21, 2000 special meeting. The Commission deferred these elements from consideration because they felt more information was needed. Staff believes that the information pavilion (ranger station) is needed and is of an appropriate size to provide information and orientation to visitors and tourists as well as house four rangers. This facility will serve an important support function and the structure is designed to be visually compatible with the memorial. The material palette for this facility visually links it to the memorial and this is a desired visual relationship.

The replacement comfort station, which is larger than the existing, will provide service to both the memorial visitors as well as visitors to the larger park area. The larger park area contains several memorials (Vietnam, Korean War Veterans, Signers of the Declaration of Independence, and FDR) as well as recreational facilities. The enlarged comfort facilities with supporting storage will consolidate several support activities and preclude the proliferation of many smaller ancillary structures in the larger park setting. Staff believes that this enhancement better serves the larger environs of West Potomac Park and is a desired undertaking.

The material palette of both the comfort station and the information pavilion (ranger station) visually link these structures to the WWII Memorial. This linkage should make it easier for visitors to locate these elements. Although some trees will have to be removed to construct the comfort station, proposed replacement plantings should mitigate the impact over the long term.

The Contemplative Area has evolved from a series of three small areas in the revised concept plans to a singular element located in the northwest corner of the site. This location provides for a place to rest and reflect within a shaded environment, away from the emotional intensity of the WWII Memorial. The proposed landscaping and park-like character of this space should make it a restful transition between the memorial and the larger environs of West Potomac Park and Constitution Gardens.

Staff finds that the proposed roadway serves the critical function of facilitating access for visitors, especially those who are physically challenged and those arriving by tour bus. This roadway will provide tour buses and vans for physically challenged passengers access to the site while reducing the impact on the existing roadway system. The new road would allow access for tour buses that would avoid the very busy intersection of 17<sup>th</sup> Street and Independence Avenue. The space provided for parking and bus drop-off is appropriate in that it will accommodate anticipated demand while having a minimal impact on the area.

To evaluate the expected demand of tour buses at the WWII Memorial, the NPS analyzed the tour bus use at the FDR Memorial in 1999. That year was the most heavily visited year as it was the first full year that the FDR Memorial was open. In 1999, the total visitation was 3.5 million. Traditionally the peak months for memorial visitation are April, May, and June, which accounted for 43 percent of the annual visitation at FDR in 1999. The peak month was April with 601,000 visitors. The memorial is open from 8AM to 11:45PM with an 11-hour peak period of visitation from 10AM to 9PM. Tour bus visitation accounts for 25 percent of the visitors to the memorials. Thus, by dividing 601,000 visitors by 30 days in April, there is an average daily visitation of 20,033. By further dividing 20,033 daily visitors by an 11-hour period there is an average of 1,825 visitors per hour. By dividing that by 25 percent, there are 455 tour bus visitors per hour.

The average bus carrying 40 passengers requires an average of eight minutes to unload. Assuming 40 passengers per bus, and a design hour demand of 455 tour bus visitors, there would be a demand of 12 buses per hour. By allowing an average of 10 minutes for each bus to stop, unload and depart, the three bus bays provided could accommodate 18 buses per hour. This analysis concludes that the proposed design should be able to accommodate the typical demand experienced in the peak month of the peak year. In the event there is an unusually high volume of tour buses that exceed the maximum capacity of the drop off area, the NPS advises that they will manage this bus traffic in a manner that will not allow buses to queue along 17<sup>th</sup> Street. Seventeenth Street is a designated Special Street in the Preservation and Historic Features Element of the Comprehensive Plan and the NPS advises that they will not close this street once the memorial is constructed and operational.

Staff feels that the NPS and ABMC have adequately addressed the requests of the Commission to provide more information on the ancillary structures associated with the WWII Memorial. When viewing these structures in the context of the larger environment of West Potomac Park and Constitution Gardens, they have a minimal impact on the sense of openness in the area. Also, constructing these structures in conjunction with the memorial should preclude the need for “adding” elements after the memorial is completed. Staff recommends approval of the preliminary and final site and building plans.

Although staff recommends approval of the ancillary structures associated with the WWII Memorial because of the completeness of the overall design, staff nevertheless continues to see the need for NPS to develop a subarea plan for the long-term development of West Potomac Park. This subarea plan should take into account all existing and anticipated memorials, recreational facilities, pedestrian and vehicle circulation patterns, and support facilities related to parking and maintenance needs.

## *COORDINATION*

### Coordinating Committee

The Coordinating Committee reviewed this item at its meeting on July 12, 2000, and forwarded the proposal to the Commission with the statement that the project has been coordinated with all agencies participating. The participating agencies were NCPC; the District of Columbia Office of Planning; the Fire Department; the Department of Housing and Community Development; the Department of Public Works; the General Services Administration; the National Park Service; and the Washington Metropolitan Area Transit Authority.

### Commission of Fine Arts

At its November 16, 2000 meeting, the Commission of Fine Arts gave unanimous approval to the ancillary elements of the WWII Memorial.

## *CONFORMANCE*

## Comprehensive Plan

The proposed memorial would be located on a 7.4-acre site at the Rainbow Pool, which is located at the east end of the Reflecting Pool, between the Washington Monument and the Lincoln Memorial. The Mall is a national landmark and a designated Special Place in the Preservation and Historic Features Element of the Comprehensive Plan. Seventeenth Street is a designated Special Street in this element. The proposed memorial is consistent with applicable policies in the element relating to the protection and enhancement of historic properties, Special Places and Special Streets. These policies specify:

New construction on Historic Landmarks or in Historic Districts should be compatible with the historical architectural character and cultural heritage of the landmark or district. In design, height, proportion, mass, configuration, building materials, texture, color and location, new construction should complement these valuable features of the landmark or district, particularly features in the immediate vicinity to which the new construction will be visually related.

Special Streets and Places should be maintained and enhanced in a manner that promotes their roles as major features that help establish the images and the symbols of the National Capital in the minds of its residents and visitors. They should be embellished, when possible, with monuments, fountains, sculpture, gardens, distinctive buildings, and other features of civic art. These embellishments should be placed strategically to serve as frequent points of orientation and visual delight. To the extent practicable, public activities and buildings should be located and focused on the Special Streets and Places.

The existing street space and the buildings fronting on Special Streets and Places should be maintained, protected, and enhanced. Any repair, maintenance, improvement or new building should respect the historic elements, enhance the aesthetic quality, and promote the amenity of this space.

Existing Special Places should be protected, enhanced, and strengthened. New ones should be created as new activity centers are developed or neighborhoods revitalized. Historic plans and their underlying principles should be used for guidance in planning major improvements. Civic art should be used to enrich such places and to establish their identity and image.

The distinguishing qualities or character of Historic Landscapes should be protected and enhanced.

The proposed memorial is also consistent with applicable policies contained in the Federal Facilities Element relating to the construction of federal facilities of a monumental nature. These policies state:

Development of Federal Facilities of a monumental nature and affiliated plazas or spaces in the Monumental Core should adhere to and promote the high esthetic standards already established by historic plans and features.

New sites with monumental potentials should be designed so as to insure integration with appropriate natural settings and architectural backgrounds, as well as reciprocity with other monuments and with other features of the National Capital.

Federal Facilities which house very special functions or have nationally important symbolic significance should be designed to have a monumental quality and character and, to the extent possible, should be sited to enhance or accentuate Special Street and Places or special views and vistas in the National Capital.

The proposed memorial would be located within the 100-year floodplain. A policy in the Environment Element would apply to construction within this environmentally sensitive area and specifies:

If construction in a Floodplain is necessary: (1) the site should be returned as close as possible to its natural contours; (2) Floodplain fill should be minimized; (3) grading requirements should be minimized; and (4) free natural drainage should be preserved.

#### National Environmental Policy Act

In conformance with the National Environmental Policy Act (NEPA), NPS completed a Finding of No Significant Impact for the memorial on July 2, 1998. Overall, the site contains moderate environmental constraints. No wetlands exist at the site and no threatened or endangered species exist in the project area. The memorial would not generate significant noise or air quality impacts.

The proposed action will slightly impact existing vegetation. As noted in the Environmental Assessment (EA), NPS has implemented through the final design several precautionary measures to protect elm trees.

- NPS has identified and fenced the areas involved in the principal work, specified not pruning at the perimeter of any excavation and limb pruning at the crowns of some trees.
- Additional mitigation will include fertilization, root bio-stimulus, aeration, and mulching of the root zones.
- NPS will monitor trees to identify stress and take appropriate action as noted in project specifications.

Pedestrian and vehicular modes of travel provide access to the site. Heavy pedestrian use occurs on paths on either side of the Reflecting Pool that lead to and from various monuments and memorials on or near the Mall. Access to the site is established across 17<sup>th</sup> Street via crosswalks at Constitution Avenue and 17<sup>th</sup> Street, Independence Avenue and 17<sup>th</sup> Street, and midway between Constitution and Independence Avenues. Vehicular circulation is characterized by 17<sup>th</sup> Street to the east, which connects to Constitution Avenue to the north and Independence Avenue to the south.

Visitor parking and public transportation are located in the area. The EA stated that about 2,000 parking spaces exist within a reasonable walking distance of the site. The nearest parking spaces are located at the Tidal Basin and along Constitution Avenue. Parking is also available near the Washington Monument along Madison and Jefferson Drives, near the Jefferson Memorial, and along Ohio Drive in West Potomac Park. Metrorail stations near the project site include the Smithsonian Station (0.6-mile walking distance), and the Federal Triangle Station (0.9-mile walking distance).

The environmental document concludes that the final memorial design will not, over the long term, increase visitation in the vicinity of the Mall over current levels. There will be no long-term increase in demand for parking, vehicle traffic, or transportation service such as Metrorail or Metrobus.

Changes in the immediate area of the memorial site to improve the transportation network include:

- A revised Tourmobile turnout north of the memorial, adjacent to Constitution Gardens, for the Tourmobile and tour bus pick-up.
- A new paved drive to the south of the memorial for tour bus, taxi, and visitor drop-off (no visitor parking) and only handicapped accessible parking.

These features will minimize the transportation effects of the memorial design on general traffic flow in the vicinity of the site. Other alterations will include establishment of a signal at 17<sup>th</sup> Street and Independence Avenue as part of the rehabilitation of that roadway. New pedestrian walkways will be constructed to lead visitors from the new tourmobile stop at the north, and from the new memorial access drive to be constructed at the memorial's south. Walkways at the memorial facing 17<sup>th</sup> Street are located to facilitate the signalized crossing of that roadway at two locations.

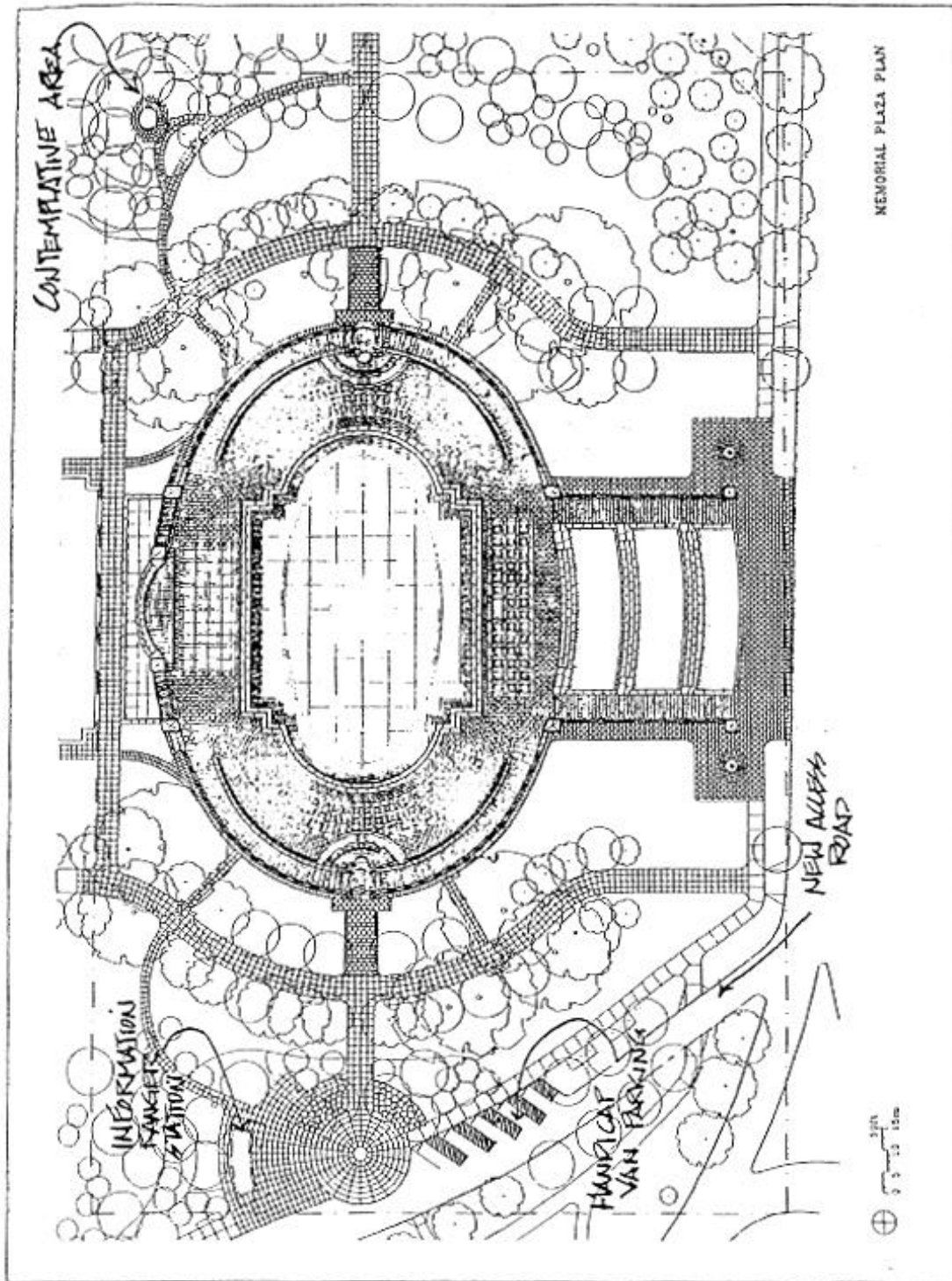
The proposed roadway changes will reduce open space on the Independence Avenue side of the memorial. In addition, the traffic revisions toward the north of the memorial at Constitution Avenue will introduce new curb cuts that will be offset by the removal of the existing Tourmobile road along Constitution Avenue, which will be returned to greenspace.

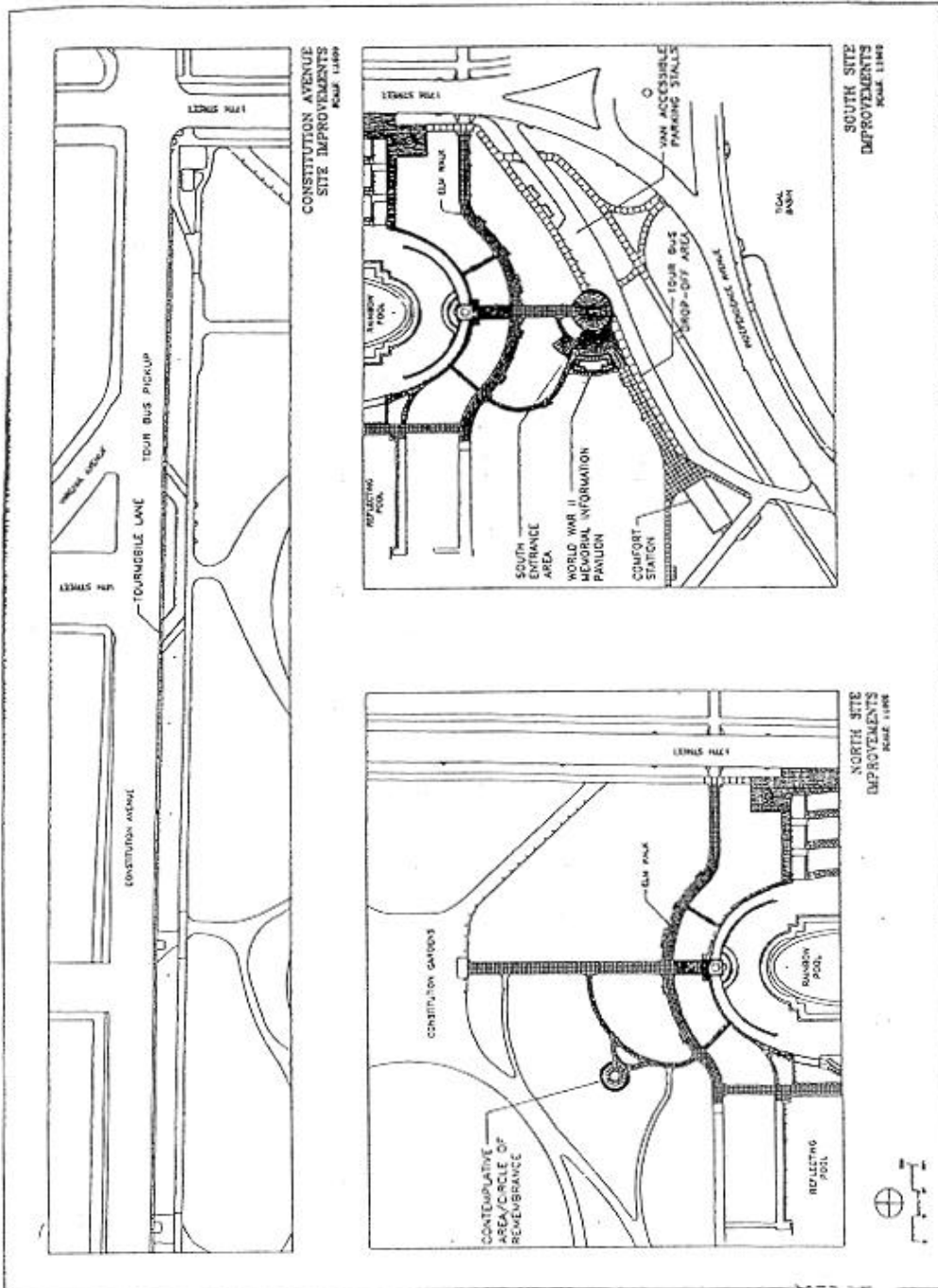
Given that most visitors are anticipated to be pedestrians traveling between the various memorials and monuments on the Mall, West Potomac Park at the Tidal Basin, or from Tourmobiles, air quality impacts will be minimal. Buses using the south access drive will be allowed to drop off of passengers, but will not be allowed to idle for any extended time. This will be monitored through the establishment of the Park Service ranger station at the south location.

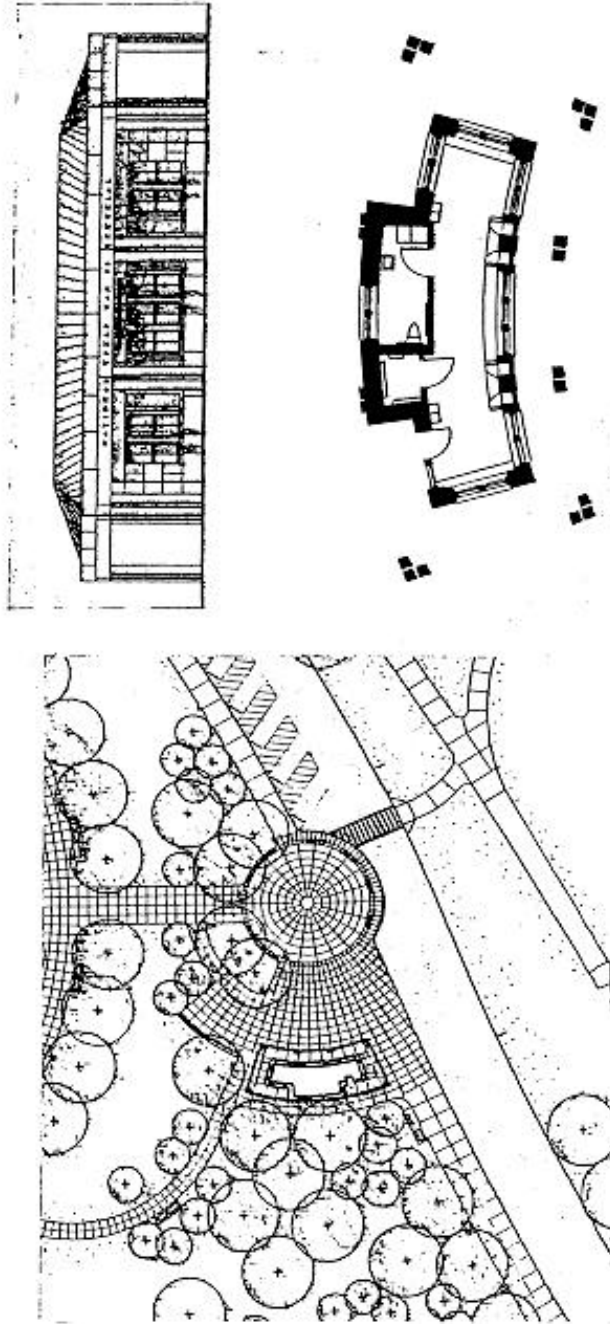
#### National Historic Preservation Act

The NPS has concluded its responsibilities pursuant to section 106 of the National Historic Preservation Act of 1966, as amended.

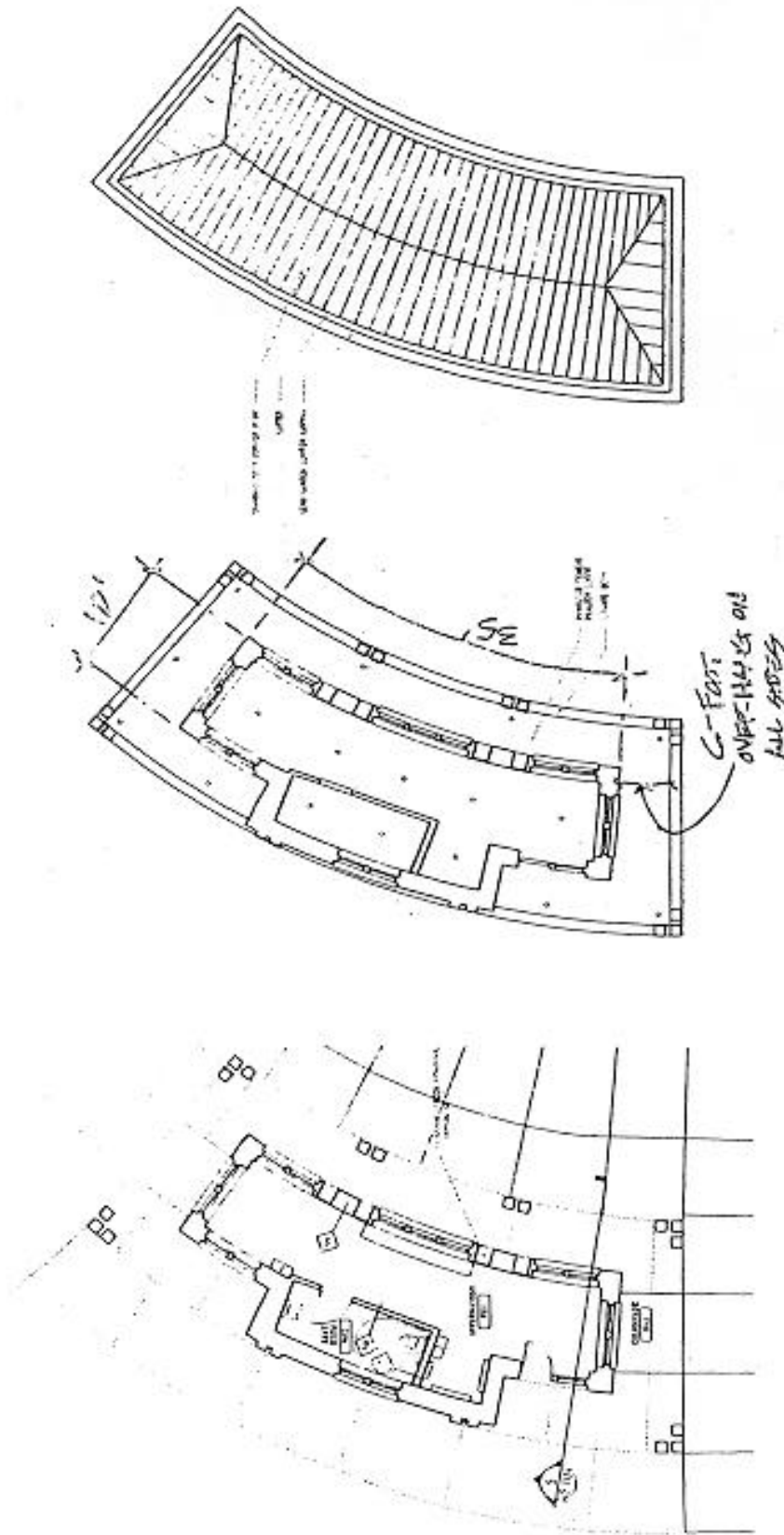








THE NATIONAL WORLD WAR II MEMORIAL  
DESIGNED BY  
PAUL LACONTE AND  
PAUL LACONTE ARCHITECTS  
INFORMATION / RAUNGER  
STATION



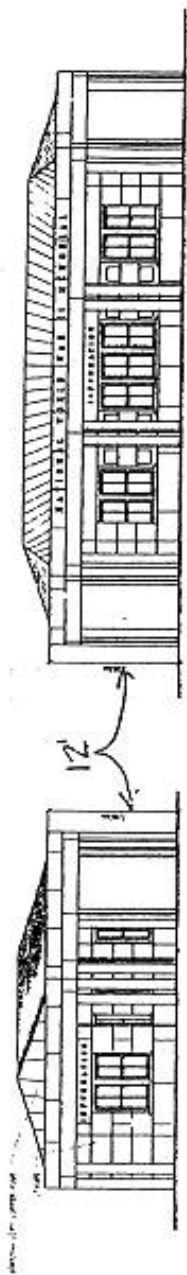
ROOF PLAN  
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REFLECTED CEILING PLAN  
SCALE 1/8" = 1'-0"

FLOOR PLAN  
SCALE 1/8" = 1'-0"

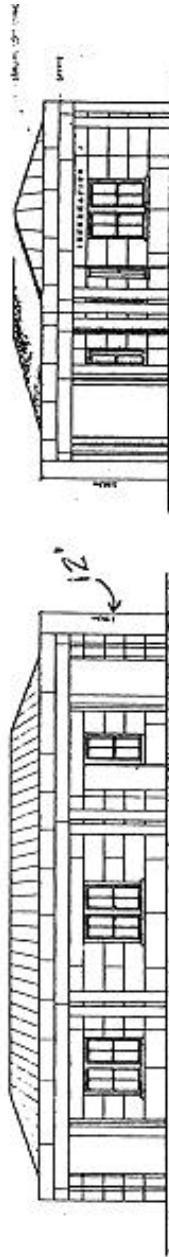
FINISH SCHEDULE

NO.	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL	REMARKS
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2	FLOOR	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'
3	WALLS	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'
4	DOORS	NO.	10	1.00	10.00	1.00 = 1' x 1' x 1' x 1'
5	WINDOWS	NO.	10	1.00	10.00	1.00 = 1' x 1' x 1' x 1'
6	ROOF	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'
7	STAIRS	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'
8	CLIMBING	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'
9	CEILING	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'
10	FLOOR	SQ. FT.	100	1.00	100.00	1.00 = 1' x 1' x 1' x 1'



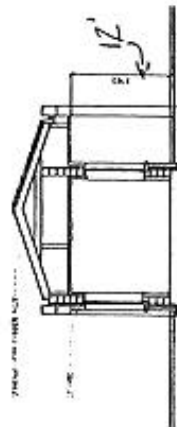
SOUTH ELEVATION  
1/4" = 1'-0"

EAST ELEVATION  
1/4" = 1'-0"

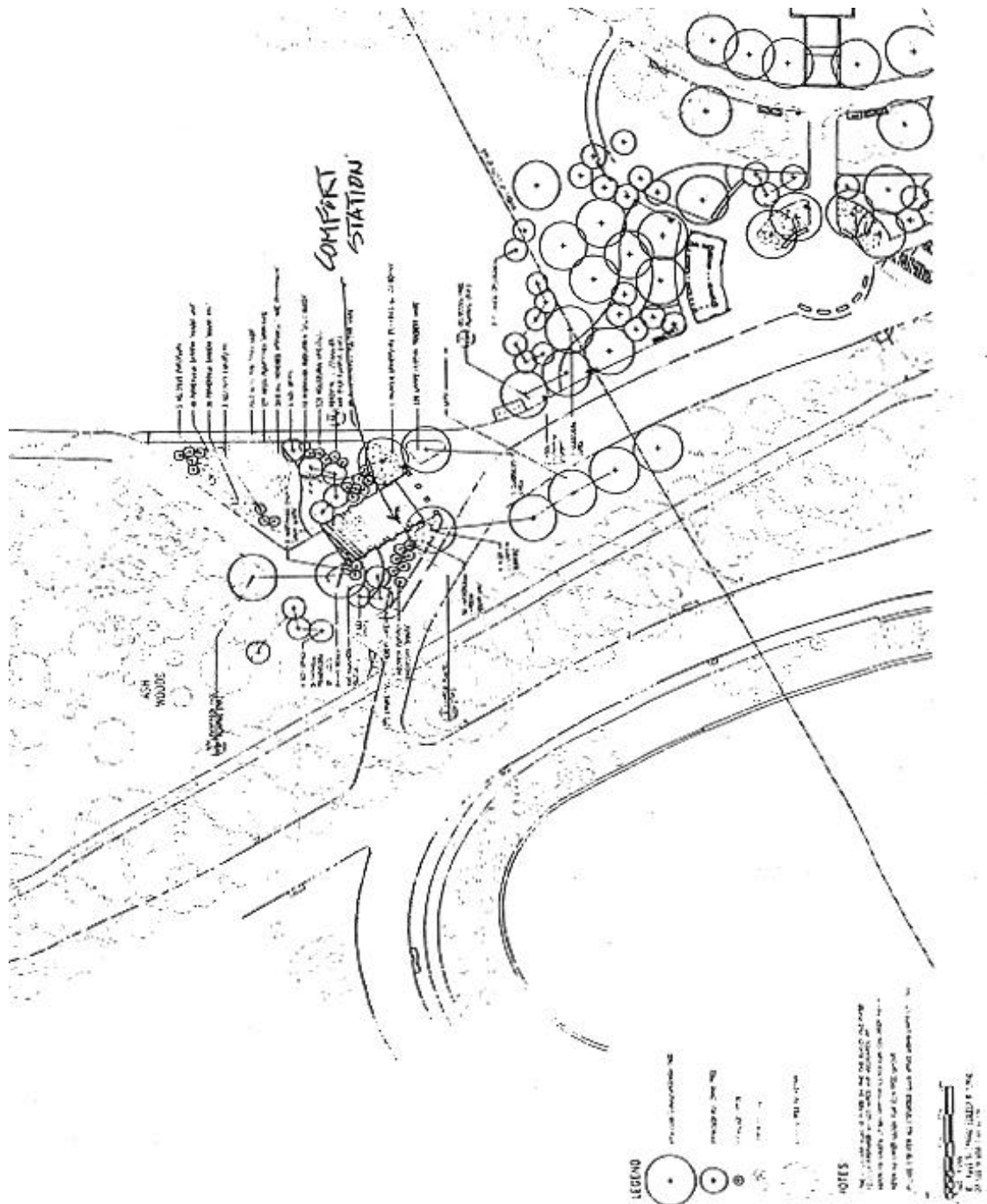


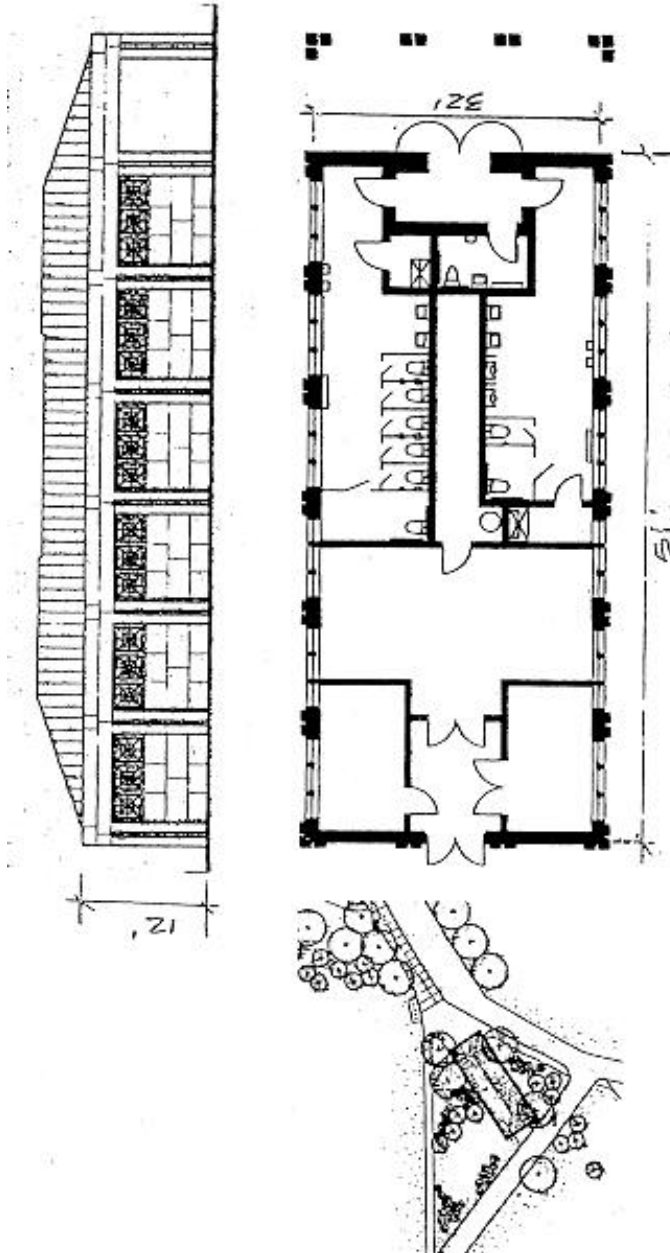
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1/4" = 1'-0"

SOUTH ELEVATION  
1/4" = 1'-0"



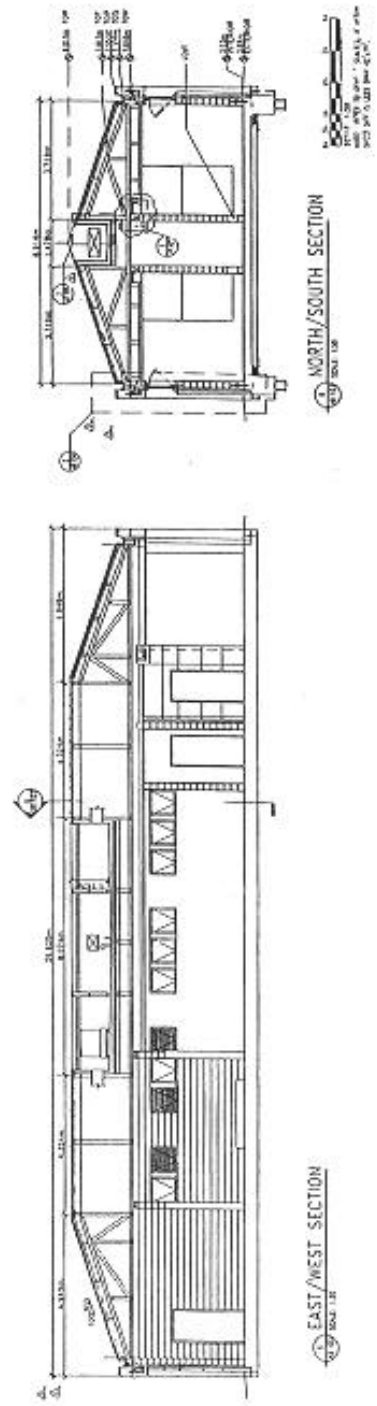
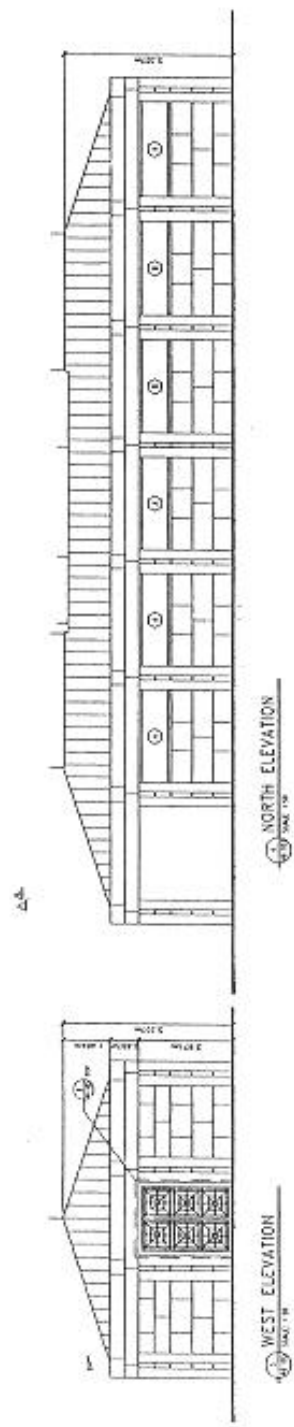
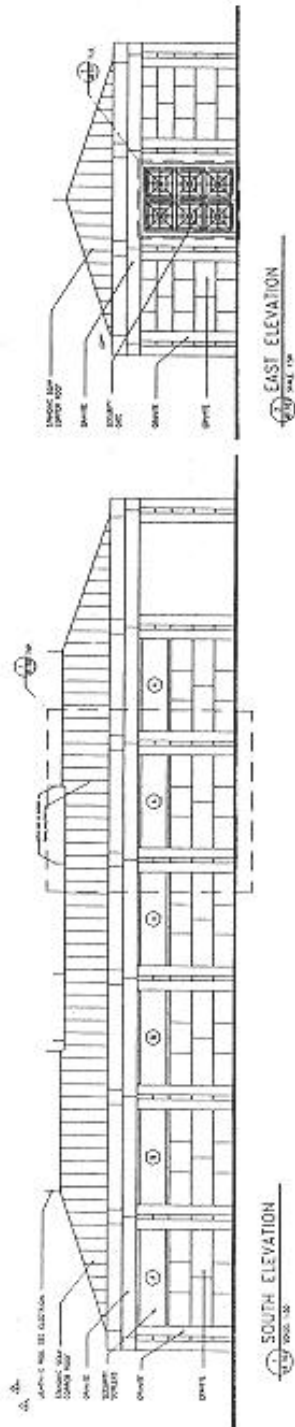
EAST/WEST BUILDING SECTION  
1/4" = 1'-0"



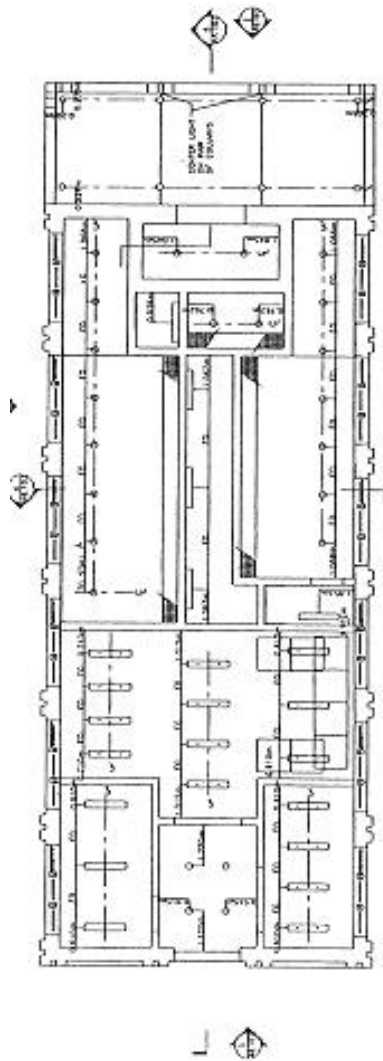


THE NATIONAL WORLD WAR II MEMORIAL

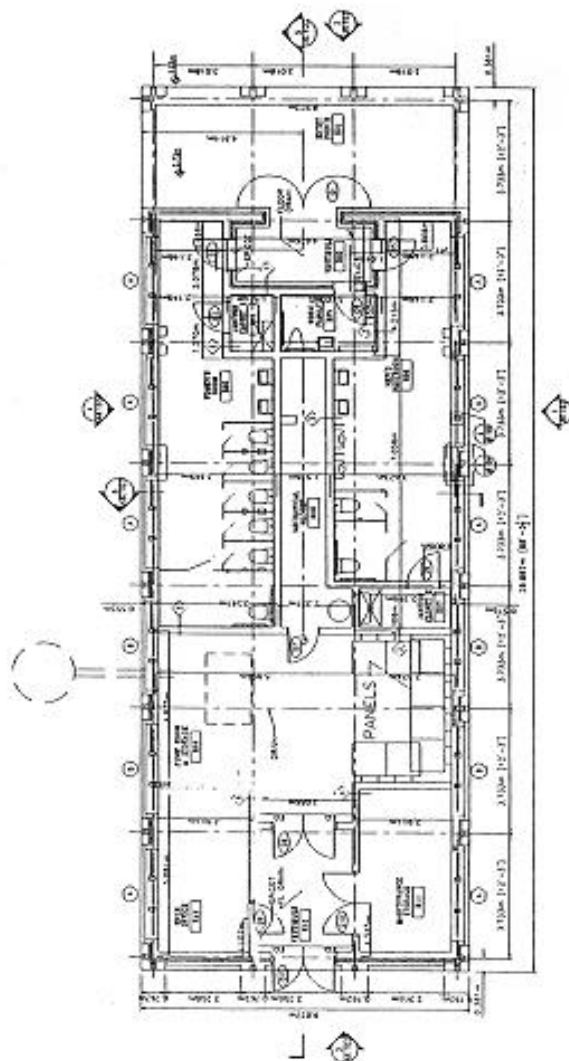
DESIGNED BY  
FALL ARCHITECTURAL CONSULTING ENGINEERS  
ARCHITECTS  
CONSTRUCTION





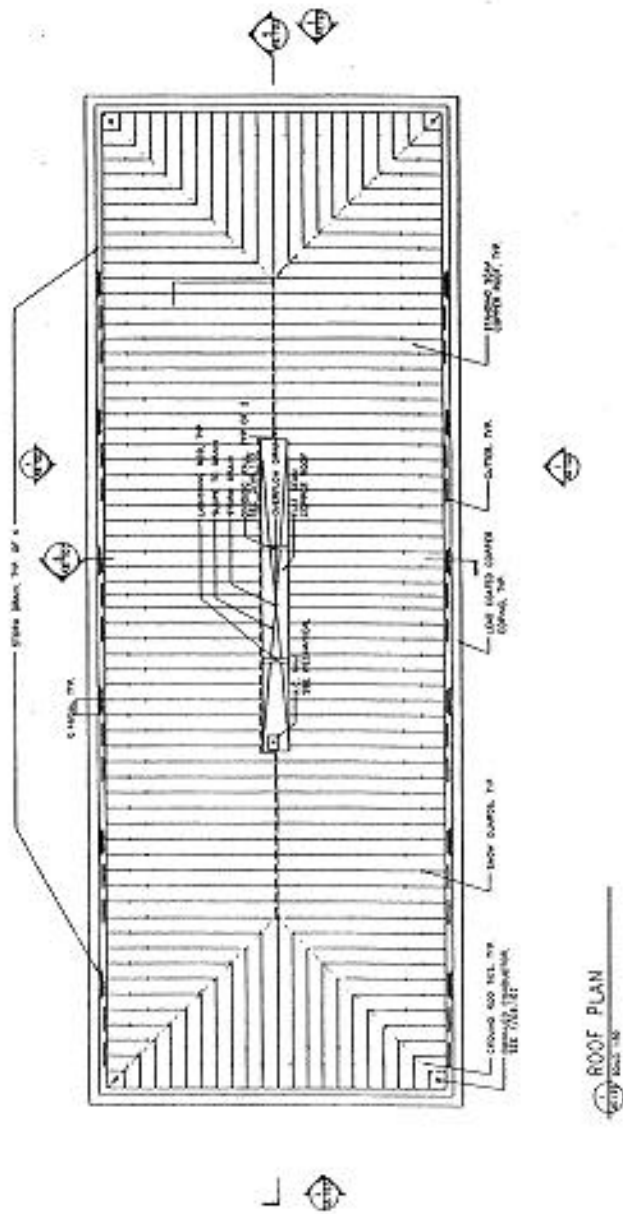


REFLECTED  
CEILING PLAN

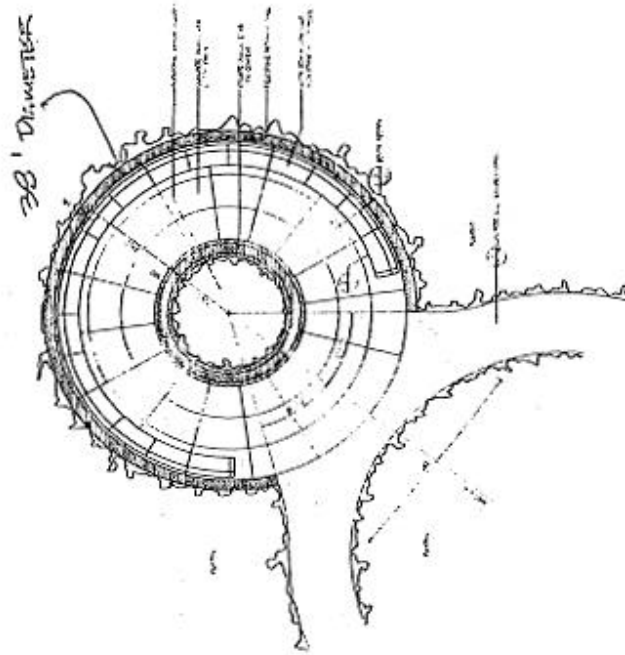


FLOOR PLAN

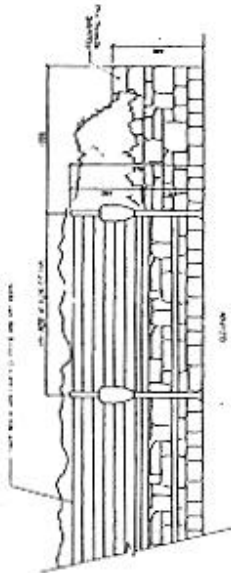
NOTES:  
1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
2. ALL DIMENSIONS ARE TO THE CENTER OF THE WALL OR DOOR.  
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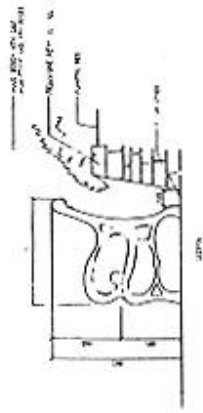




ENLARGED LAYOUT PLAN



BENCH ELEVATION



BENCH SECTION

NOTES

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